

refinements to the external TAZs could include smaller sizes and focus on the US ports of entry and border crossings. The density of the network currently chosen can be increased in future models by adding more network links using the NCDOT Universe File. The network in the future models should also be updated with recent NCDOT highway construction projects. The centroid connectors automatically generated using TransCAD should be examined more carefully in future research. The link speed estimates should be improvised in the future based on a function of speed limit, terrain, highway functional class, and traffic volume. If the project budget allows, it is highly recommended that TAZ specific Transearch data be purchased because adjusting a synthetic OD data (FAF2) involves some level of uncertainty. In the future models, alternative truck assignment techniques should be examined for better assignment of the OD ADTT flows.